

BATTERY INSTRUCTIONS BY RECOGNIZED ENGINEER

E. E. Watts Urges Owners to Pay More Attention to Care and Operation of Batteries.

E. E. Watts, chief engineer of the Hupp Motor Car Company, is authority for the statement that 90 per cent of the battery and ignition trouble experienced by motorists, is due to carelessness and negligence on the part of owners.

Mr. Watts believes that owners have not been properly educated on battery maintenance. Much of this, he says, is due to the fault of the owner himself, because he has given little or no attention to battery instructions.

"The trouble is," says Mr. Watts, "that owners do not pay enough attention to the care and operation of batteries. This is the fault of the owner himself, because he has given little or no attention to battery instructions."

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SOMETHING ABOUT YORK. ONE OF OLDEST COUNTIES

(Continued from Second Page.)

relies and all the like of that. Farmers are learning that they have good lands that are worth cultivating; that the same lands can bring all kinds of truck, and that the grasses and grains can grow there to perfection. Ten years ago York County ranked pretty low as a farming county, but last year and the year before a different story was told. Then the good roads advocates came along and they claimed that if there were more good roads there would be a decided increase in the farming possibilities of the lower western counties. Some good roads were built and the county thus got within touch with the outside world. The result is that the lands increased in value very largely, and I am told that some farms in the county have been sold lately for 50 per cent more than they would have brought a decade ago.

THE TRUCKERS HAVE

Within the past five years the trucking business has become a very important factor in York County. The county has access to Baltimore and other markets by the steamboat lines on the York River side of the county, and are connected with various inland streams that butt in from this great river. In addition the Chesapeake and Ohio Railway, that runs through the southwest border, furnishes good shipping facilities. Of course, York County banks a good deal on its oyster and fishing business, and these industries bring a good deal of money to the county. The water courses upon which the county banks very much are very numerous. Besides Chesapeake Bay, York, Pocomoke and Back Rivers, there are numerous navigable creeks, all of which afford excellent shipping facilities, which have been greatly improved the past few years, having daily steamers to the wharves from Baltimore and Norfolk.

ROAD BUILDING IN VIRGINIA. Busy Year is Ahead—Lessons of the Winter Working Well.

The indications are that there will be more good road building and permanent road making in Virginia during the spring and summer than are just ahead than was ever known before. For the past six months, that is, during the winter months, there has been more complaint of bad roads than was ever heard before. The chances are that the roads in the back country were no worse the past winter than they have been in other winters for a hundred years or more past, but the fact that some of the more progressive parts of the old State there were good roads that were object lessons brought the backwoods people to a more pointed realization of the need of better roads. These object lessons have put the people to thinking and when they get to thinking they do things.

SLEMP'S BIG COAL MINES.

Ninth District Congressman and Other Virginians in Big Coal Company.

A dispatch from Lexington, Ky., says: "Plans are being formulated for incorporation of the Kentucky River Consolidated Coal Company, the Henry Coal Company, the Leitcher Coal and Coke Company and the Slemmons Coal Company, the last named owning a majority of the stock of the other companies. It will own 100,000 acres of land in Knott, Perry, Letcher and Leslie Counties, Ky. The development of which will be continued with the expectation of having 20,000 acres under thorough development within the next two years. The present mining plants will be extended, lands will be leased to other operators, arrangements will be made with railway companies for railroad extensions to provide shipping facilities, etc. The incorporators of the new company will be as follows: C. Bascom Slemmons, State Gap, Va.; J. W. M. Stewart, Ashland, Ky.; John E. Buckingham, Paintsville, Ky.; J. N. Camden, Versailles, Ky.; D. A. Langhorne, Richmond.

WATCHING RATE OPERATIONS.

Virginia and Richmond Keeping an Eye on New Order of Things.

The close of this month will witness the first full month of operation under the so-called new rate of advance in freight rates in Eastern territory, as followed by the Interstate Commerce Commission, and Richmond and all the other towns in Virginia are keeping their eyes on the rate. It may be said that thousands of officials of the many railroads affected are watching the result with interest. It is understood by railroad men that any estimate of earnings under the new rate must be compared with and based on the amount of business at some former fixed date, and it is expected the premises will vary and that the conclusions will be based on the prospective traffic. It has been estimated that the increase in passenger traffic on the Pennsylvania Railroad in the territory in question ought to be \$3,000,000 annually, and from freight \$4,000,000. But long before the order of the commission began to operate, the Pennsylvania Public Service Commission had an order reducing anthracite coal rates, by which the road east of Pittsburgh stands to lose in traffic profit \$1,500,000. The Interstate Commerce Commission, in a decision, stipulated that the railroad companies should report the amount of increase at the end of twelve months and also at the end of twenty-four.

ORIGIN OF THE JITNEY; A TIMELY DISCUSSION

Where It Came From and Why It Is Here—An Authority Speaks.

The Wall Street Journal is authority on most things that pertain to financial and industrial development. Here is what it has to say about a new industrial enterprise that has "busted" in on Richmond within the past few weeks:

"Jitney—the word of mystery. 'The meteoric growth of the 5-cent auto-busses, which have been dubbed 'jitneys,' has not been any greater than the country-wide discussion as to the genesis of the word."

"Each section of the country which has been invaded by the jitneys has laid claim to the origin of the word. In California the college professors have indulged in many verbal battles, and the word has received as many origins as there are combatants. To the claim that it was derived from the 5-cent piece. In Kansas, the home of the circus, the claim is made that P. T. Barnum's saying, 'One born every minute' was used in reference to separating the public from its small change, or 'jitneys.' When the fad reached Louisville, however, the Kentucky colonels embraced both the California and Kansas claim and said the word belonged in the 'biggest language' used by the darlings in their game of craps, the phrase being 'shoot a jit,' meaning 5 cents."

"Public utility companies are not so much interested in the origin of the word as they are in exterminating it. As one official tersely put it, to him 'jitney' meant 'hell.'"

"And the while Henry Ford smiles as he sees the ever increasing adoption of his product as 'jitney busses.'"

SHOPPERS' REST-ROOM; VIEWS OF EGGLESTON

(Continued from Second Page.)

It does not appear to me to be a difficult matter for the merchants in the towns and villages of the South to arrange suitable rest rooms. It would show a thoughtfulness on the part of the merchants that would be deeply appreciated by our good country folk. The cost in the villages and towns would be very little, if the merchants would co-operate in such an enterprise.

STANTON TOWN HAS OF ITS OWN

"I have a letter from the Virginia Leader, Staunton, in reference to a rest room in that city. The editor writes me that public subscriptions are taken up among the merchants, and the city and county each contribute a very small amount. This rest room is on the ground floor in the center of the city and has grown to be looked upon as a fixture and an absolute necessity. Several merchants have fitted up individual rest rooms in their stores, but this in no wise takes the place of the general city rest room. It is patronized daily by hundreds of women and children and is a very convenient place for use by visiting women as their headquarters while in the city shopping."

"I think the idea an excellent one and that every city and town in Virginia of any size should have a substitution of this kind. My personal opinion is that it should be maintained by the City Council, Supervisors and merchants' associations in the smaller ones."

"It may not be out of place to suggest that in the towns and villages a public place be provided to shelter the women and children who come in to do their shopping. The little cost and trouble of having these shelters and rest rooms would be more than offset by the increased trade and good feeling that would be brought about."

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THE DEMONSTRATOR AND HIS GOOD WORK SHOWN

Nanemom County Man Shows That He Is Right up to Snuff.

BLACKSBURG, VA., March 27.—A favorite argument against the work of the demonstration agents in sixty or more counties of Virginia is that they are theorists only; that a young man just out of college cannot possibly teach an experienced farmer anything about agriculture when his knowledge of the subject is limited to textbooks and class-room lectures. Just to show that one demonstrator, to say nothing of the rest, has a pretty clear notion of one way in which the farmer can save his money, the following letter, written by the demonstrator in Nanemom County to every farmer in his county, is given publicly. The writer is a graduate in agriculture of the Virginia Polytechnic Institute, and his work has attracted much favorable comment. The demand for the services of the college graduate in the demonstration service is increasing each year, and they find no difficulty in getting positions in all other States.

Paul S. Hamford, the county demonstrator referred to, has written a letter to every farmer in Nanemom County, which letter reads as follows: "What are you doing with your plow, hoes and other farming implements to-day?"

"I know you are not using them at this time, and I also know how well they are being used by the farmer who has a family and your animals are sheltered, but I do not know how well they are being used by the farmer who is a field to-day. I accidentally kicked a very good hoe out of the snow, and I have seen so many graveyards for farm machinery in our country that I am hardly willing to clear any one of cruelty to machinery before a thorough investigation."

"We wear out more machinery by abuse than by use. Rain will rot any wood, and frost will even break granite. The inside of a house outlasts the outside, and I have known carving knives to be handed down from generation to generation. The knife lasted because it was greased frequently, and the inside of a house lasts because it is not exposed to the weather."

"We should grease the iron parts of all machinery frequently, paint the wood once a season and keep all out of the weather. If we want to cut down implement expense."

STRICTLY BUSINESS.

Use Everything That Comes in Sight. Advertising in One Way and Another.

The use of every portion of a pig is an example of the efficiency of the packing house. To a certain extent this same thriftiness has crept into other branches of modern business. What was in other years considered "waste" and thrown away as useless is now included among "salable items." According to the Wall Street Journal, there now comes a new plan—a very new plan. The United Cigar Stores Company, owning numerous stores in the United States, each with window space, has conceived the idea of renting these spaces for advertising purposes to the companies whose products are sold within. A separate corporation, known as the United Window Advertising Company, has been formed, into whose hands the disposition of the entire available space will be placed, and plans are now under way leading to the evolution of a system of renting charges. These charges as a whole will be computed on the basis of the average number of people passing by a window during business hours.

It is more likely that the feasibility of this scheme will be put to other retail distributors, and that what has heretofore been merely "spaces," decorated to catch the eye, will prove tangible assets and sources of real income.

The packer is now equalled, perhaps surpassed; for, whereas he can find no use for the "squeal," the modern business house has hit upon a scheme for using the only noise-making medium it possesses—the medium of advertising.

FROM NEWPORT NEWS NORTHWARD

Much Talk of Railroad Across Northern Neck—Something Will Come of It.

At a recent meeting of business men in the Chamber of Commerce at Newport News it was decided to grant an extension of time to the backers of the proposed Norfolk, Washington and New York Railway until December 31 of next year to begin construction. A \$1,000,000 sum not to be paid until the project is completed. Mr. S. Gannon, 2 Rector Street, Newport News, who said that after the right of way had been assured and provision made for the terminals he had laid the plan before three of his friends in that city and others, the result being investigations as to the probable traffic for such a road, and the reports of the investigators were satisfactory. Considerable money has already been spent for various purposes, including the making of soundings for the bridges which will be required.

The first part of the line to be built will be from Newport News to Washington, D. C., about 150 miles, and Mr. Gannon is reported as saying that he has arranged with the Baltimore and Ohio Railroad Company for the line to enter there over its tracks. He said that the Baltimore and Ohio was in no way interested in the proposed line excepting as to the track agreement. The estimated cost of construction of the division mentioned would be about \$8,000,000. He thought that the necessary financing could be arranged when the European war ended.

Channing M. Ward, of Richmond, is engineer for the line.

It developed at the meeting that the plan for a railway to Washington grew out of two other propositions. One of these presented to Mr. Gannon for consideration planned a line from Hampton to Fredericksburg and the other was the projected "Northern Neck" railroad. He looked into them and was finally impressed with the opportunity for the construction of a direct line to connect Washington and Newport News.

REAL FIGURES TELL TALE; RESULTS ARE AS SHOWN

The Country Is Doing Pretty Well in Spite of War Talk.

WASHINGTON, March 27.—Official figures made public by the Department of Commerce show that February, 1915, imports totaled \$125,123,391, against \$118,944,776 in February last year and \$119,912,918 in February, 1914. February exports rose practically \$100,000,000 above the highest record shown by any prior February, being \$298,727,757 against \$173,329,115 in February, 1914, \$192,996,912 in February, 1913, and \$198,814,226 in February, 1912, the former high-record February. February imports fell \$1,511,190, or 3.7 per cent, below the point touched in August last, while February exports rose \$188,369,263, or 111 per cent, above the low point touched in August.

The excess of exports over imports in February, 1915, was \$173,604,366 against \$25,875,369 in February last year, and more than double the next largest February export balance of \$34,994,381 recorded in 1908.

Of the February imports, 62.3 per cent entered free of duty, against 62.5 per cent in February, 1914, and 53.1 per cent in February, 1913.

Imports of gold in February totaled \$1,726,192 against \$2,098,852 in February last year and \$5,356,471 in February, 1914.

Exports of gold in February aggregated \$1,933,879, against \$9,078,775 in February, 1914, and \$12,373,199 in February, 1913.

Comparing the trade during the eight months ending with February of the last two fiscal years, imports have decreased from \$1,215,791,274 to \$1,055,427,827, or 12.3 per cent, while exports have decreased from \$1,695,225,881 to \$1,633,387,905, or 3.7 per cent. The net favorable trade balance for this entire period, July 1, 1914, to February 28, 1915, is \$577,766,278.

DOINGS IN SOUTHLAND; MANY NEW INDUSTRIES

Wars Come and Wars May Go, but Industrial Dixie Goes on Forever.

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Andrews Manufacturing Company, Andrews, N. C., completed factory building, and has plans for central power-house for boilers and electric generators, planing mill, flooring mill of 30,000 feet daily capacity, two dry kilns of 200,000 feet capacity each; will erect tannic acid plant, remove Whiting, N. C., mill to Andrews and cut 5,000 acres of hardwood and hemlock timber in Graham County.

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John T. Brown will build cannery at West Point, Va., has equipment for plant of 50,000 cases daily capacity.

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Howard of Trade, Cambridge, Md., is organizing company to build furniture factory to cost about \$50,000.

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SOUTHERN SOIL POSSIBILITIES.

Virginia Trucking Lands Beat the Whole World for Potatoes and Peas.

The following is from the Manufacturers' Record:

"At the last meeting of the State Board of Agriculture of Virginia it was announced that Bert Haines, a truck grower of Norfolk County, sold last year \$12,000 worth of vegetables raised on a six-acre farm. The soil upon which crops averaging \$2,000 an acre were raised are found in 26,000,000 acres of land stretching from the Chesapeake basin along the Atlantic and Gulf coasts into Texas. The soils are known as the Norfolk fine sandy loam, the Norfolk fine sand, the Portsmouth series, the Coxville fine sandy loam and the Coxville sandy loam, all especially adapted to truck growing. The agricultural possibilities in these soils is indicated in the fact that of 2,600,000 acres are used for any agricultural purpose, except grazing, and a smaller area is devoted to truck growing. If all the 4,682,992 acres of Norfolk fine sandy loam that have been traced could be made to yield on the average per acre as much as Bert Haines obtained from his six acres, the actual output would be worth \$51,600,000. To a certain extent this same value of all agricultural products in the United States. Such a result is possible only statistically. But contemplation of it suggests the vast opportunities in the South a waiting intelligent farming."

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VIRGINIA CAN, AND SHOULD, GROW ALL OF ITS OWN HAY

Lecture From the Mountains That Should be Heeded All Over Virginia.

The Clinch Valley News, published at Tazewell, Va., prints this tale of woe, which should be a lesson to all parts of Virginia:

Scarcely a day has passed since the beginning of the past winter months, when the cattle and other stock in this county, thousands of dollars of good hard earned money has gone out of the pockets of the farmer of this county which could easily and readily have been kept at home. True, last year was a bad grass year here for clover and timothy hay, but man need depend upon clover and timothy for his entire supply of provender. There are two other crops, easily grown and far more valuable than either clover or timothy, viz: Cow peas and sweet clover. With the first named of these the farmers of this county are somewhat familiar, having grown the peas or seen them grown by others. Cow peas and oats mixed make hay far superior to any ordinary hay, both in yield and in nutritive value. It is not uncommon to make five tons of fine out-pea hay per acre. Drilled in well prepared land as ground is worn, the crop can be harvested in time to plant some other crop the same season. An early maturing variety of each should be selected.

The other forage crop referred to is sweet clover—mellilotus alba. This clover has only recently come into prominence as a forage plant. Herebefore it has been regarded a mere weed, something to get rid of. Now it is grown extensively for both hay and pasture, as well as for seed. An article at hand states that a prominent cattle grazer of Kansas, running a 6,000-acre ranch, pasturing thousands of head of cattle every year, has put out 1,500 acres more. He says that if the farmers knew the value of this clover they would be sowing it everywhere. It will grow anywhere, on any kind of soil, however poor, rocky or rough. It grows along roadsides, in fence corners, along railroad tracks. It can be seen in many places in Tazewell along road sides and on ditch banks.

In addition to furnishing a great amount of pasture and hay it is also a great soil builder. It leaves the land, unlike timothy hay, richer than before. This is true also of the oat pea crop. Peas and the clovers are legumes, and soil builders, as everybody knows. "If you have had trouble," says this great cattle man, "in getting stands of the common clover, get at least a bushel of sweet clover seed, and sow it on five acres with early oats as a nurse crop this spring. You will be surprised at the results for hay pasture and soil improvement." See, sell for about the same as red clover.

WATCHING RATE OPERATIONS.

Virginia and Richmond Keeping an Eye on New Order of Things.

The close of this month will witness the first full month of operation under the so-called new rate of advance in freight rates in Eastern territory, as followed by the Interstate Commerce Commission, and Richmond and all the other towns in Virginia are keeping their eyes on the rate. It may be said that thousands of officials of the many railroads affected are watching the result with interest. It is understood by railroad men that any estimate of earnings under the new rate must be compared with and based on the amount of business at some former fixed date, and it is expected the premises will vary and that the conclusions will be based on the prospective traffic. It has been estimated that the increase in passenger traffic on the Pennsylvania Railroad in the territory in question ought to be \$3,000,000 annually, and from freight \$4,000,000. But long before the order of the commission began to operate, the Pennsylvania Public Service Commission had an order reducing anthracite coal rates, by which the road east of Pittsburgh stands to lose in traffic profit \$1,500,000. The Interstate Commerce Commission, in a decision, stipulated that the railroad companies should report the amount of increase at the end of twelve months and also at the end of twenty-four.

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